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### **Amendment to Specification**

Applicant has amended the Specification to include reference numeral 38 in the Specification as the approximate center of the headrest insert. Applicant has also amended a typographical error in the Specification to correct a reference numeral for the headrest guide from 30 to 50.

### **Amendment to the Claims**

Applicant has amended the preamble of Claim 9 to include that the headrest assembly is for connecting a headrest with respect to a seat frame of a vehicle. Applicant has also amended Claim 9 to require that the headrest guide is formed in an integrally molded, unitary component. Applicant has also removed the requirement for a flexible coupling from Claim 9. Applicant has amended Claim 11 to correct an antecedent basis problem with the seat frame. Applicant has cancelled Claims 5, 10, 12 and 14-20 and added Claims 21-27. Applicant urges that such amendments overcome the rejections of the pending claims under 35 U.S.C. §§112 and 102.

### **Claim Rejections - 35 U.S.C. §112**

The Examiner has rejected Claim 11 under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention. Applicant respectfully traverses this rejection in view of the claims as amended and the remarks herein.

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Applicant has amended Claim 9, as described above, to include the seat frame in the preamble and correspondingly corrected the positively recited seat frame in Claim 11.

**Claim Rejections - 35 U.S.C. §102**

The Examiner has rejected Claims 5 and 9-13 under 35 U.S.C. §102 as being anticipated by Parker et al., U.S. Patent 6,007,154. Applicant respectfully traverses this rejection in view of the claims as amended and the following remarks.

Applicant urges that the Parker et al. patent does not teach or suggest a headrest assembly for connecting a headrest with respect to a seat frame of a vehicle including a headrest guide having two sleeves, each sleeve forming a channel and rigidly connected respect to one another so that the channel of each sleeve is parallel with the other. The drawings of the Parker et al. patent do not show a headrest guide at all but instead teach a headrest insert 16 having sleeves 12 that are pivotable with respect to each other and not rigidly fixed with respect to each other resulting in channels that are not parallel as required by Applicant's claimed invention.

Applicant further notes that the Parker et al. patent does not teach or suggest that the headrest guide forms an integrally molded, unitary component. As discussed above, the Parker et al. patent does not teach or suggest a headrest guide into which headrest insert 16 and rods 26 are insertable. Further, the headrest insert 16 taught by the Parker et al. patent is a multi-piece 12, 14, 16, 18 device not an integrally molded unitary component as required by Applicant's claimed invention.

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Applicant further notes that the remaining art cited by both the Examiner and the Applicant does not teach or suggest a single piece, integrally molded headrest guide. Instead, such art teaches separate and distinct tubes or sleeves welded with respect to the seat frame. Examples of such art include: Hudson, III et al., U.S. Patent 4,989,836, which teaches separate mounting tubes 16; Nemoto, U.S. Patent 5,927,813, which teaches separate cylindrical bodies 11; Dudash et al., U.S. Patent 5,769,499, which teaches separate guide tubes 56, 58; and Albrecht, U.S. Patent 5,711,579, which teaches separate tubular guides 3,4. Such is a representative sample of related art headrest guides that are attached with respect to seat frames.

Further, the Parker et al. patent does not teach rods 26 slideable with respect to a headrest guide as required in Applicant's claimed invention. On the contrary, the Parker et al. patent teaches a pair of rods 26 slideable with respect to a headrest insert 16 and *fixed* with respect to a pair of distinct headrest guides which is directly opposite Applicant's claimed invention requiring that each rod is fixed at one end with respect to the headrest insert and slideable at an opposite end with respect to one channel in the headrest guide. Note that Column 5, lines 51-61 clearly states that:

[t]he automotive vehicle seat frame, *not shown*, is provided with *threaded socket or recess portions*, or threaded sleeve members, for *threadedly receiving the lower threaded end portions 30* of the upstanding support shafts or bolt members 26 *such that the upstanding support shafts or bolt members 26 are fixedly mounted within the uppermost region of the automotive vehicle seat frame* when the lower

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threaded end portions 30 of the upstanding support shafts or bolt members 26 are threadedly engaged within the noted threaded sockets, recesses, or sleeves of the automotive vehicle seat frame. (emphasis added)

Applicant therefore urges that, in view of the claims as amended and the preceding arguments, the Parker et al. patent does not anticipate the claimed invention as required by 35 U.S.C. §102 nor does the Parker et al. patent suggest the claimed invention as required by 35 U.S.C. §103.

### Conclusion

In view of the above Amendment and remarks, Applicant sincerely believes that Claims 9, 11, 13 and 21-27 of this patent application are now in condition for allowance and early allowance is respectfully requested.

Respectfully submitted,



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